

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ no ☐

Property Name: Osborn Tract Addition Historic District Inventory Number: HA-2247
Address: Post, Rigdon, New County, and Osborn Roads and Church Green Historic district: ☒ yes ☐ no
City: Aberdeen Zip Code: 21001 County: Harford
USGS Quadrangle(s): Aberdeen
Property Owner: Multiple Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: MD 22 at Old Post Road (BRAC) Agency: MD State Highway Administration
Agency Prepared By: MD State Highway Administration
Preparer's Name: Rebecca Crew Date Prepared: 11/16/2012
Documentation is presented in: _____
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description:

The Osborn Tract Addition Historic District, roughly bounded by Post Road, Aberdeen Thruway, Church Green Road, and Baldwin Lane and containing Osborn Road and Osborn Alley, is a significant solely-residential neighborhood dating from World War I in Aberdeen, Harford County, Maryland. It is an example of a development built by the United States Housing Corporation (U.S.H.C.) in 1918, one of approximately seventy-five projects across the nation in the federal government's first foray into housing development, occurring at simultaneously with the houses built by the federal Emergency Fleet Corporation as part of World War I build-up. Aberdeen was Project No. 56, and is well documented in a report of the U.S.H.C. published by the United States Department of Labor, Bureau of Industrial Housing and Transportation.

The Osborn Tract Addition Historic District is a small neighborhood with 71 primary structures, several detached garages, and two open space areas: a median separating Church Green from Belair Avenue, and a triangular park at the south end of Church Green. The neighborhood is entirely residential, and primarily consists of frame, detached dwellings, although five, triple houses are at the east end of the district along Church Green and facing the small triangular pocket park.

The neighborhood is comprised of only a few streets, but it exhibits characteristics of Garden City planning that was popular in the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

[Signature]
Reviewer, Office of Preservation Services

[Signature]
Reviewer, National Register Program

12/18/12
Date

12/18/12
Date

early twentieth century. While the land of the Osborn Tract Addition is relatively flat, it is not simply cut into uniform blocks with uniform, rectangular lots. Osborn Road is parallel to Post Road, and New County Road forms a diagonal access between Belair Avenue to Post Road. Church Green is a one-way, one-block street parallel to Belair Avenue, separated from Belair Avenue by a median with stately oak trees. Alleys (running behind each side of Osborn Road and also between New County Road and Post Road) are an important aspect of the design, as they originally provided access to the rear of properties for garages, garbage collection, and electric poles. This left the front of the properties to be uncluttered and aesthetically pleasing, with sidewalks and tree-lined streets. Several of the Post Road properties even had poured concrete steps that show the extensive thought put into the neighborhood plan. The streets' sidewalks are in a deteriorated condition, and many current residents use the strips between the sidewalk and the street for parking. Many of the street trees originally planted are no longer standing, but one sycamore is left on Rigdon Road, and large oaks are present along Post Road, New County Road, and Church Green.

Baltimore Architects Sill, Buckler and Fenhagen developed four house plans in the development using specifications provided by the U.S.H.C. and each will be described in its original plan, and current conditions.

Sill, Buckler and Fenhagen's Type B Six Room House is characterized by its side-gabled roof. It is two-and-one-half stories tall, above a concrete masonry basement with a medium-pitched roof. It is two bays wide and two bays deep, set on a 22.5-foot square foundation with small rear kitchen extension. A gabled portico, supported by paired round posts sheltered a paneled door. Good examples of the portico are at 152 Osborn Road and 6 New County Road. The front elevation's second floor windows appear to originally have been six-by-six casement units, as seen at 141 Post Road. Louvered shutters adorned the front and side elevation windows. The side elevation aligning with the entrance includes a landing-level window above the basement-access door, creating an asymmetrical elevation. The opposite side elevation has symmetrical fenestration, including an attic-level, vertical-rectangle vent. The original rear elevation included a single-bay, shed-roofed kitchen extension; an interior, off-center chimney marks the interior corner of the kitchen. The roof's close-set eaves and rake are devoid of ornament. The original interior plan included a large living room across the front half of the first floor, and a dining room and kitchen along the back half of the house. Three bedrooms and a bath were located on the second floor.

Sixteen examples of the Type B Six Room House are found in the U.S. H.C. Development at Aberdeen. They are at the following addresses: 9, 13, 109, 145, and 149 Post Road; 5, 6, and 32 New County Road; 7 and 29 Rigdon Road; and 112, 117, 144, 149, 152, and 153 Osborn Road. The current wall materials of these houses include aluminum, vinyl, and asbestos shingles. Painted shake shingles are visible under an enclosed porch at 109 Post Road, and a small section along the side of 144 Osborn Road; shake shingles were likely the original wall cladding for the Type B Six Room House.

The Type C Six Room House is characterized by its hip roof with side vents. It is two-stories tall and two bays deep, set on a concrete masonry foundation. The side-bay entrance originally had a hipped-roof portico, supported by paired posts. Twenty-three examples of the Type C Six Room House are found at 13, 16, 17, 20, and 24 New County Road; 121, 125, 129, and 133 Post Road; 109, 120, 124, 128, 129, 132, 133, 136, 137, and 141 Osborn Road; and 15, 21, 33, and 101 Rigdon Road.

The original Type C design featured stucco-clad walls accented by two belt courses. The original fenestration pattern was six-over-six; and the architectural rendering indicate louvered shutters to adorn the windows. An interior stove chimney protruded from the kitchen's exterior wall. Built upon a concrete masonry foundation measuring 24-feet wide by 22-feet deep, the plan was two bays wide by two bays deep. The side-bay entrance opened directly into the living room, occupying half the first floor, while the dining room and kitchen occupied the other half. Stairs to the second floor were along the rear wall of the house. The second floor held three bedrooms and a bathroom.

Stucco examples are found at 13, 16, and 17 New County Road and 120 Osborn Road, and belt courses are extant at 16 New County Road and 120 Osborn Road. Vinyl and aluminum are common wall cover applications; synthetic stone veneer is noted at

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

121 Post Road, and painted wood shingles are at 137 Osborn Road. Many of the Type C houses have had larger front porches added; if the houses retain a one bay portico, it rarely retains the paired support posts. Only one house, 132 Osborn Road, was noted to have a third bay added, creating a symmetrical façade. It also features protruding bays on the façade. The dwelling at 17 New County Road has a side-elevation bay.

The Type E Six Room House is characterized by its gambrel roof form. Like Types B and C, it is two bays wide, with a small, hipped-roof entry portico. The original portico design did not have paired posts, rather they were single posts. The entry façade measures twenty-two feet wide, and a vertical rectangular vent pierces its attic level. The side elevations are twenty-four feet deep and feature shed-roofed dormers. The side elevation closest to the front entry has a basement access door and only two windows in the dormer, with an overall asymmetrical arrangement of openings. The opposite side elevation is symmetrical with two first floor windows, and three contained in the dormer. The roof has wide eaves, but a close-set rake, continuing the modest application of materials and limited decoration. Like the Type B house plan, the interior plan has a living room across the front half of the house, and kitchen and dining room in the rear part of the first floor. The second floor plan contains three bedrooms and a bathroom.

Type E Six Room Houses are found at 17, 105, 113, 117, 137, and 149 Post Road; 1, 11, 25, and 105 Rigdon Road; 105, 108, 113, 116, 121, 140, 145, 156, and 157 Osborn Road; and 9, 12, 21 and 28 New County Road. They number twenty-three, the same number as the Type C houses. They currently have vinyl, asbestos, or aluminum siding, but the original siding may have been wood clapboarding. Alterations include small additions to the side and rear elevations, porch replacements and enclosures, and window replacements.

Five buildings were conceived as boarding houses that could be easily converted to a triple house, or a row of three attached houses. The U.S.H.C. also built convertible row houses in Alton, Illinois; Ilion, New York; and Indianapolis, Indiana. The Aberdeen project's architects Sill, Buckler, and Fenhagen designated these houses as "Four Room Row Houses/ Convertible Boarding House (Type D)." One of these has been previously inventoried in the Maryland Historical Trust as MIHP # HA-779, the Thompson-Silver Triple House. The triple houses resemble the style of English Arts and Crafts architect C.F.A. Voysey, consisting for two front-gabled sections connected by a central, side-gabled section. The front-gabled sections have integral porches, leading to side-elevation entrances. A shed roof shelters the central unit's entrance.

The Aberdeen convertible houses are located at 12 Church Green, 26 Church Green, 44 Church Green, 9 Osborn Road, and 112 New County Road. Four of these houses are clad with painted shake shingles. The fifth, at 112 New County Road, is clad with vinyl siding, but still retains sections of slate roofing. The property at 9 Osborn Road retains a porch railing on its central unit; the other triple houses do not.

Only a few properties within the Osborn Tract Addition do not exemplify one of these four building types developed by Sill, Buckler, and Fenhagen. Property tax data ascribes the U.S. H.C.-built houses to 1917, although the accurate date would be 1918 or 1919. The dwelling at 14 Rigdon Road is ascribed to 1917, but it does not resemble detached house types B, C, or E; it may have been a garage or outbuilding that was enlarged at a later date. It is a two-story dwelling with a side-gable roof and projecting entry. Vinyl siding clads its exterior. It is only one bay deep, opposed to House Type B. It does not contribute to the Osborn Tract Historic District. Across Osborn Alley is 20 Rigdon Road, a one-story, front-gabled Craftsman cottage with exposed rafter feet built in 1920, according to property tax data. While it does not represent one of the building types developed by Sill, Buckler, and Fenhagen, it resembles house types found in other communities built by the U.S.H.C, and can be considered contributing to the historic district. The single story frame dwelling at 165 Post Road dates from the 1950s, when it was built on a subdivided lot. It does not contribute to the historic district. Finally, a flat-roofed apartment complex is at 125 Osborn Road; it was built in 1937, well-out of the period of significance for the design and construction of the Osborn Tract. Thus the property at 125 Osborn Road

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

does not contribute to the historic district. The period of significance for the Osborn Tract Addition Historic District would be 1918-1920, as it is significant for its design and associations with World War I and the establishment of Aberdeen Proving Ground as a permanent U.S. Army Installation.

Historic Context

In 1916, before the United States entered World War I, President Woodrow Wilson established the Council of National Defense to prepare for possible entry in the war. The Council of National Defense consisted of the Secretaries of War, the Navy, Interior, Agriculture, Commerce, and Labor, and advised by a commission that included Daniel Willard, the president of the Baltimore and Ohio Railroad; Samuel Gompers, president of the American Federation of Labor; Dr. Franklin Martin, founder of the American College of Surgeons; Howard Coffin, head of the Committee of Industrial Preparedness; banker Bernard Baruch; Dr. Hollis Godfrey, president of the Drexel Institute; and Julius Rosenwald, president of Sears, Roebuck & Co. The Council of National Defense studied many topics and delegated the question of how war-workers should be housed to the Department of Labor. The United States entered the war in 1917.

When the United States entered World War I, the government decided to transfer its testing grounds for explosives from New Jersey to a tract of 35,000 acres on the Chesapeake Bay, established as Aberdeen Proving Ground. The Town of Aberdeen had a population of about 600 prior to the war. At first, several thousand enlisted men and civilian war-workers were carried daily on trains from Baltimore to Aberdeen, but permanent housing was needed close-by. The principal officials of the proving ground could be housed on the post, but the civilian workers needed to be housed off base, presumably for security concerns. The U.S. Army Ordnance Department requested a housing investigation to meet the need for houses for skilled workmen employed on the proving grounds. They were well paid and wanted their own homes to have lots large enough for a garden.

The United States Housing Corporation was incorporated on July 9, 1918 as a unit of the Department of Labor's Bureau of Industrial Housing and Transportation. Within two years, this new agency designed, planned, and began construction on 83 new housing projects in 26 states. By the end of the war, the agency had built houses for over 170,000 people, developing 5,033 acres. The federal agency issued design standards and guidelines for neighborhood planning and housing standards, marking the first time the federal government had done so. The published standards were the most comprehensive manual on town planning and housing standards in existence in the United States in 1918.

Answering the Ordnance Department's request, the U.S.H.C. selected a site about three miles from the proving grounds, adjoining the rural village of Aberdeen. It was 26.5 acres of rolling, open cornfields, sloping from the Post Road to a small brook, bounded on the east by the county road (Belair Avenue) that was the main vehicular route between the village and freight yards to the proving ground. The Osborn family sold this acreage to the United States Housing Corporation in 1918 for \$13,830.00.

The Aberdeen project's architects were Sill, Buckler, & Fenhagen, who used design standards set by the federal agency. Baltimore architects Howard Sill (1867-1926), Riggin Buckler (1883-1955), G. Corner Fenhagen (1884-1955) established their firm in 1916, after winning the 1912 design competition for the Baltimore branch of the Federal Reserve Bank of Richmond. Howard Sill, native of New York, studied architecture in Albany and New York City before moving to Baltimore, where his first commissions were residential, including large colonial revival homes in Roland Park and Guilford. Sill served on the Roland Park Company's Advisory Board for the development of Guilford, along with Frederick Law Olmstead, Jr. Sill's work also included part of the Library of Congress, the Baltimore Courthouse, and the Baltimore Museum of Art. Riggin Buckler, a Baltimore native, studied at Johns Hopkins University and the Massachusetts Institute of Technology. He worked for McKim, Meade & White from 1908 and 1911 before joining Howard Sill's firm. G. Corner Fenhagen, also a Baltimore native, studied at the University of Pennsylvania and the American Academy in Rome. He worked for the New York firm Pell & Corbett and for the Philippine Government before

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

returning to Baltimore in 1916 to form Sill, Buckler, and Fenhagen. The new firm designed a betting parlor at Pimlico Race Track, the Epiphany Episcopal Church in Odenton (AA-936), and country houses such as the Gibson Island Home of Mr. and Mrs. Robert Garrett and updates to Green Hill, the Riggs Family homes in Prince George's County (PG-65-8). The firm proceeded to design many notable institutional buildings in the Mid-Atlantic region including the Federal Reserve Bank of Richmond (1920), the Govans and Roland Park Branches of Enoch Pratt Free Library (1921 and 1923), Baltimore City College (won by competition in 1924), the Green Mount Cemetery Mausoleum, Baltimore (1928-29); St. Matthew's United Church of Christ, Baltimore (1929); Manchester Bank (CARR-1028) (1929); several buildings at Henryton Tuberculosis Sanatorium, Carroll County; Wiley H. Bates High School, Annapolis (1932) (MIHP No. AA-12); Essex and Chase Elementary School, Baltimore County (BA-2630 and BA-2800, respectively); the Poe Homes Housing Project in Baltimore (1940); and Shriver Hall at Johns Hopkins University (1955). The firm's current iteration is Ayers Saint Gross.

The Aberdeen project's planner was Stephen Child (1866-1936). Child, a Boston native, graduated from Massachusetts Institute of Technology in 1888 with a civil engineering degree. While he worked as street commissioner and sewage department superintendent in Newton, Massachusetts, he soon shifted course and studied landscape architecture at Harvard University under Frederick Law Olmsted, Jr. This combination of skills allowed him to plan parks and neighborhoods, as well as private estates, combining topographic elements with new roads and plantings. He studied European models of garden cities, and he was particularly concerned with workers' access to parks and open space. He had the foresight to realize the automobile would soon dominate the landscape, and planned park and neighborhood roads. He was active in the early years of the American Society of Landscape Architects, founded in 1910. In 1914, Child founded his own firm in San Francisco, but he returned East in World War I, joining his former teacher Frederick Law Olmsted, Jr. in Washington, DC at the United States Housing Corporation from 1918-1919. Olmsted's title was Director of the Town Planning division, and Child was considered a Town Planner, collaborating with architects and engineers to design the projects' layouts. Child's designs for the agency included projects at Aberdeen and Indianhead, Maryland; Dahlgren, Virginia; Ilion, New York; and Stamford, Connecticut.

The engineers for the Aberdeen project were the Baltimore firm of Norton, Bird & Whitman. Founded in 1915 by Major Ezra B. Whitman, William J. Norton, and Paul B. Bird, the firm was the predecessor of Whitman, Requardt & Associates. Major Whitman was a founder of the Baltimore Engineers Club and he pioneered the first rapid sand filtration plant to serve a major American city (Baltimore). The firm developed a sewage disposal plant for the U.S.H.C.'s Aberdeen project.

The U.S.H.C.'s total cost of developing the Osborn Tract Addition was \$525,892.40 or \$6,573.07 per family house. The houses were built for \$453,914.20; additional costs were required to treat sewage from the project before it entered the Chesapeake Bay, as Aberdeen did not have an existing sewage system. The contractor who built the Osborn Tract Addition was the Sutton & Corson Company, who were paid \$395,418.03. Havre de Grace Electric Company provided electricity.

The United States Housing Corporation directly employed some of the nation's earliest city planners and landscape architects, and they worked together with local architects, engineers, and planners to develop each of the project sites. With Frederick Law Olmsted, Jr. (1870-1957) as the head of the Town Planning Division, the agency attracted many of the era's best landscape architects as town planners, such as Stephen Child, Warren Manning, Herbert S. Hare, Henry Vincent Hubbard, Carl Rust Parker, and Phelps Wyman. Other developments by the U.S. Housing Corporation engaged renowned architects, engineers, and planners. Equally renowned architects that worked on U.S.H.C. projects included Waddy B. Wood (Washington, DC); Albert H. Spahr (Pittsburgh); Dean and Dean (Chicago); and George B. Post and Son (New York City). The houses in the U.S.H.C. share many design characteristics, exhibiting primarily a blend of simplified Craftsman and Colonial Revival aesthetics. The layouts are pioneering suburban, and the coordination with sewer and water engineers allowed these neighborhoods an exceptional level of modern infrastructure.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The fighting of World War I ended on November 11, 1918. By December 1918, Congress was debating that if USHC housing projects were more than 75 percent completed, they should be completed, but if they were 75 percent or less complete, then work should stop on the project. Regardless of the short time frame of activity, the influence of the U.S.H.C. was widespread, as the design principles evoked by the U.S.H.C. were further carried out by developers in the following decades who embraced the Garden City concept.

In July 1919, the United States Housing Corporation announced it would be selling 6,000 homes across the country. At the same time the Emergency Fleet Corporation and the Liberty Housing Commission also placed the housing they had built for sale. By 1922, the United States Housing Corporation had transferred much of its projects to private hands. The Aberdeen Project was appraised for \$261,147. Its sale price surpasses the appraisal by five dollars.

Significance Assessment

The Osborn Tract Addition Historic District, also known as the United States Housing Corporation development at Aberdeen, Maryland (Project 56) is eligible for the National Register of Historic Places (NRHP) under Criteria A and C. It is eligible under Criteria A, as an example of the home front preparations resulting from World War I and as an example of the earliest phase of the federal government's creation of housing developments, specifically focused on housing war-workers on and nearby military installations and munitions plants. The Osborn Tract Addition Historic District is also eligible under Criteria C because it is a cohesive grouping of Colonial Revival dwellings in a planned setting. The houses in the district were based on four plans, developed by architects in private practice incorporating the guidelines set forth by new federal agency, the United States Housing Corporation. Similarly, the planned setting, developed by a planner with the United States Housing Corporation engaged Garden City principles espoused by the guidelines of the agency and the leading landscape architects and planners of the time. The Osborn Tract Addition Historic District is not closely associated with the lives of significant persons (Criterion B), and it was not evaluated under Criterion D as part of this assessment.

The development retains an overall high level of integrity. The houses remain intact in their original location in a plan developed by one of the country's earliest landscape architects, Stephen Child. The setting along Maryland Route 7, Post Road, and Belair Avenue has not been dramatically altered, and the structures opposite the Osborn Tract on Belair Avenue and Post Road primarily date from the early twentieth century. Aberdeen's traditional town center is just to the north, and while the Aberdeen Thruway (MD Route 22) passes west of the neighborhood, it is screened by trees. Built in the 1960s, it is a primary route to Aberdeen Proving Ground; Belair Avenue was the primary route when the U.S.H.C. development was built, and the traffic level is probably similar to when the development was built. The houses to the south of the U.S. Housing Corporation project were built in the build-up to World War II. They continue the plan developed by Stephen Child, but do not share the same architectural consistency found in the houses by Sill, Buckler, and Fenhagen designed to U.S.H.C. Guidelines.

The integrity of design is perhaps the strongest aspect of this resource. The streets are laid in a definite Garden-City plan with irregular shaped block, sidewalks with street trees, small pocket parks, and functional alleys. The use of only four house plan types fills the neighborhood with a distinct style without making it monotonous. Alterations to the houses tend to be limited to porch alterations and rear additions, maintaining the original sense of scale, set-back, and relationships between houses. In general, the U.S.H.C. Report from 1919 noted that low-pitched roofs caused roof destruction, and it is noted that the low-pitched hipped-roof entrance porticos may have suffered from this design flaw, explaining why so many porches have been remodeled. Specifically concerning Aberdeen, the report states, "Detached houses with a few variations of roof, form, and exterior materials and the use of rights and lefts produce an entirely sufficient variety of appearances besides being good individually. The restrained variations in set-backs on the Post Road and Osborne Road are very agreeable."

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

The aspect of materials has been diminished, but this is expected because economies in materials were made when the houses were built in order to save money. The 1919 U.S.H.C. report stated that the greatest savings were made in materials, lumber, millwork, and molding, and inferior-quality woodwork was widely used in the agency's projects. Thus the original siding- wood or stucco- has mostly been covered by newer cladding such as asbestos siding, metal weatherboarding, or vinyl clapboarding; this obscures the original material, but can be reversed. Other houses are stucco, which was an original option, but the U.S.H.C. report explained that applying stucco to grade level allowed moisture wicking that led to cracking. Original window sashes would have been wood with simple surrounds, and a few wood sashes survive. Most houses have asphalt shingle roofing and poured concrete foundations, which are likely the original materials.

Small details counteract these substitutions. The neighborhood retains an original metal street sign (at the corner of Osborn Avenue and Osborn Alley) and poured concrete steps along Post Road. One sycamore street tree stands on Rigdon Road, appearing to be an original street tree. Several large oaks line Church Green Road. These components add to a high level of workmanship, feeling, and association that merit National Register eligibility.

Sources:

Harford County Land Records

United States Department of Labor, Bureau of Industrial Housing and Transportation. "War Emergency Construction (Housing War Workers).: Report of the United States Housing Corporation, Vol. II: Houses, Site-Planning Utilities." Washington: Government Printing Office, 1919.

"Firm History", Ayers Saint Gross website. <http://asg-architects.com/firm/history/nineteen-twelve/> accessed 26 Oct 2012.

Ben Joseph, Evan. "Workers Paradise: The Forgotten Communities of World War I." <http://web.mit.edu/ebj/www/ww1.html> accessed 26 Oct 2012.

Rock Island Preservation Society. "1918 Government Housing Tour: September 19, 2006." www.rockislandpreservation.org accessed 9 Nov 2012.

"United States Corporation Historic District" National Register of Historic Places Nomination form, 1990. http://www.livingplaces.com/CT/New_London_County/New_London_City accessed 9 Nov 2012.

MARYLAND HISTORICAL TRUST REVIEW

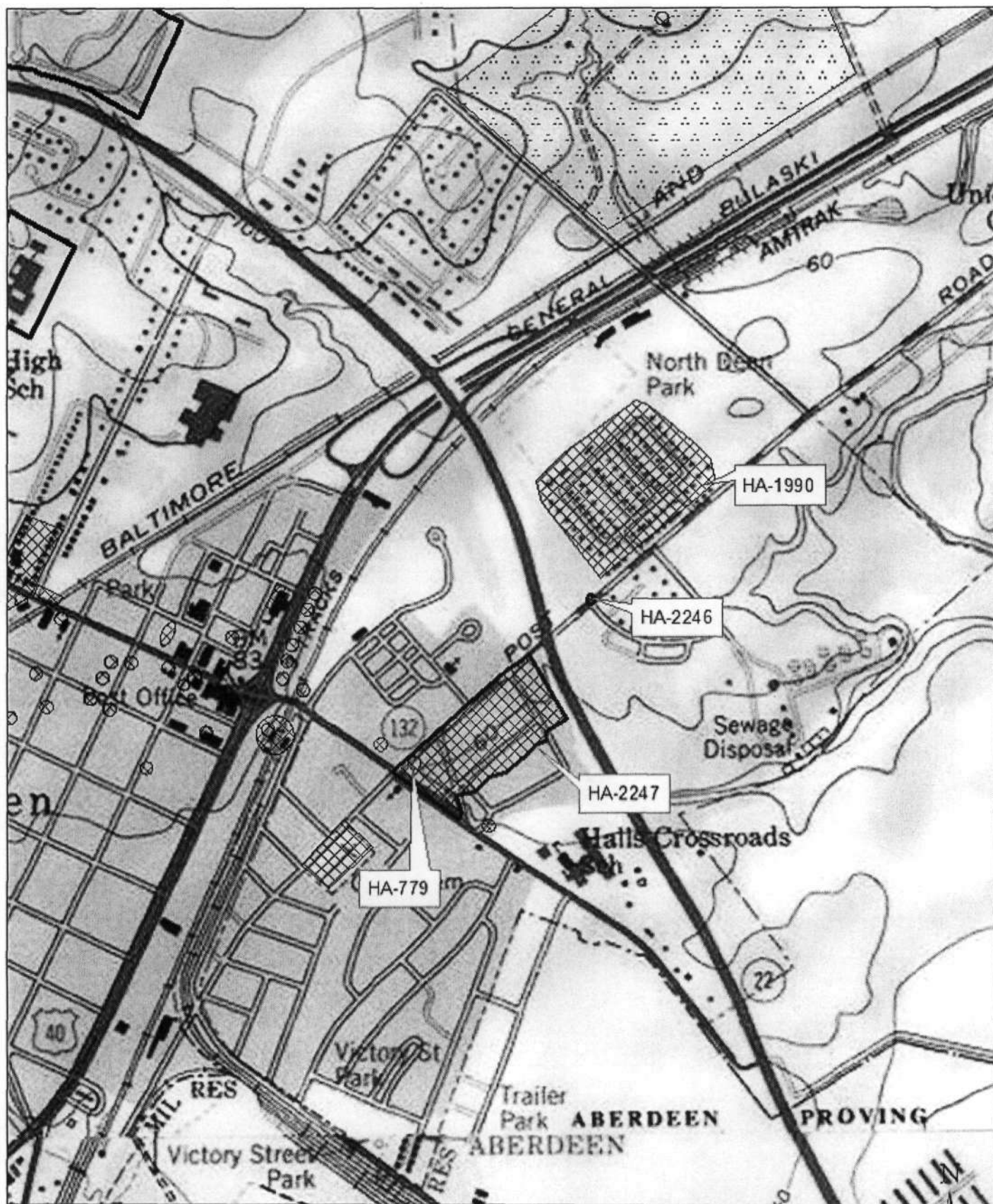
Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date



USGS Topographic Map
 Osborn Tract Addition Historic District, MIHP # HA-2247
 Aberdeen, Maryland
 (Harford County, Aberdeen Quad)

1:12,000

0 600 1,200 2,400 Feet



Property Tax Map
Osborn Tract Addition Historic District, MIHP # HA-2247
Aberdeen, Maryland
(Harford County, Aberdeen Quad)

1:6,000

0 300 600 1,200 Feet

**Maryland State Highway Administration
Cultural Resources Section
Photo Log**

Project No.: HA348A21

Project Name: MD 022 at Old Post Road (BRAC)

MIHP No.: HA-2247

MIHP Name: Osborn Tract Addition Historic District

County: Harford

Photographer: Rebecca Crew

Date: November 6, 2012

Ink and Paper Combination: Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper

CD/DVD: Verbatim, CD-R, Archival Gold

Image File Name	Description of View
HA-2247_2012-11-06_01	View facing southeast towards 1 thru 13 Rigdon Road
HA-2247_2012-11-06_02	View facing southwest towards 20 Rigdon Road.
HA-2247_2012-11-06_03	View facing northeast towards Sycamore Street Tree on Rigdon Road.
HA-2247_2012-11-06_04	View facing southeast towards 105 and 109 Rigdon Road.
HA-2247_2012-11-06_05	View facing northeast towards 109 Rigdon Road.
HA-2247_2012-11-06_06	View facing west towards 148 Osborn Road.
HA-2247_2012-11-06_07	View facing southwest towards 137 and 133 Osborn Road.
HA-2247_2012-11-06_08	View facing northwest towards 120 Osborn Road.
HA-2247_2012-11-06_09	Detail of metal street sign at north corner of Osborn Road and Osborn Alley.
HA-2247_2012-11-06_10	View facing northeast on New County Road.
HA-2247_2012-11-06_11	View facing east towards 20 New County Road.
HA-2247_2012-11-06_12	View facing northwest towards 9 Osborn Road.
HA-2247_2012-11-06_13	View facing north towards triple houses along Church Green.
HA-2247_2012-11-06_14	View facing southeast towards triangular park bounded by Osborn Road, Belair Avenue, and New County Road.
HA-2247_2012-11-06_15	View facing east towards 6 New County Road.
HA-2247_2012-11-06_16	View facing southeast towards 117 Post Road.
HA-2247_2012-11-06_17	View facing southwest towards 129 Post Road.
HA-2247_2012-11-06_18	Detail of poured concrete steps along Post Road.



HA-2247

Osborn Tract Addition HD

Hartford Co., MD

R. Crew,

11/6/2012

MD SHPD

View facing southeast towards 1 thru 13 Rigdon Road.

1/18



HA-2247

Osborn Tract Addition #10
Hartford Co. MD

Pr crew

11/6/2012

MD SHPD

View facing southwest towards
20 Bigdon Road

2/18



HA-2247

Osborn Tract Addition HD

Hartford Co., MD

R. Crow

11/6/2012

MD SHPO

View facing northeast
towards Sycamore street tree
on Riggdon Road

3/18



HA-2247

Osborn Tract Addition AD

Hartford Co. MD

R. Crew

11/6/2012

MD SHPO

View facing Southeast towards 105 and 109
Ligon Road

4/10



HA-2247

Osborn Tract Addition HD

Harford Co, MD

R crew

11/6/202

MD SHPO

View facing northeast towards 109 Rigdon Rd.

5/18



HA-2247

Osborn Tract Addition HD

Hartford Co. MD

R. Crow

11/6/2012

MD SHPO

View facing west towards 148
Osborn Rd.

6/18



HA-2247

Osborn Tract Addition MD

Harford Co, MD

R. Crew

11/6/2012

MD SHPO

View facing Southwest towards 137 and 133 Osborn Rd

7/18

5



HA-2247

Osborn Tract Addition HD

Hartford County, MD

R. Crew

1/6/2012

MD SHPO

View facing northwest towards 120 Osborn Road

8/18



HA-2247

Osborn Tract Addition HD

Henri Ford Co. MD

R. Crew

11/6/2012

MD SHPO

Detail of metal street sign
at north corner of Osborn Road
and Osborn Alley

9/18



HA-2247

Osborn Tract Addition to

Hartford Co. MD

R. Crew

11/6/2012

MD STAD

View facing Northeast on New County Road.

10/10

Copy
probe.

EPSON



HA-2247

Osborn Tract Addition HD

Asford Co. MD

R. Crew

11/6/2012

MD. STPD

View facing east towards New County Road²⁰

11/18

EPSON

EPSON
Print



HA-2247

Osborn Tract Addition H.D.

Harford Co., MD

R. Crew

11/6/2012

MD SHPO

View facing Northwest towards 7 Osborn Rd.

12/18

EPSON



HA-2247

Osborn Tract Addition HD

Hartford Co, MD

R Crest

11/10/2012

MD 3HPO

View facing north towards triple houses
along Church Green

13/14



HA 2247

Osborn Tract Addition HD

Hartford Co. MD

R. Crew

11/6/2012

MD SHPO

View facing Southeast towards triangular park
bounded by Osborn Rd, Baker Avenue,
and New County Road

14/18



HA-2247

Osborn Tract Addition HD

Hartford Co MD

R. Crew

11/16/2012

MD SHPO

View facing east towards 6 New County Road

15/18



HA-2247

Osborn Tract Addition HD

Harford Co, MD

R. Crew

11/16/2012

MD STPD

View facing Southeast towards 117 Post Road

16/18



HA-2247

Osborn Tract Addition HD

Hartford Co, MD

R. Crew

11/6/2012

MD SAPO

View facing Southwest towards 129 Post Rd

17/18

EPS0112



M/HP #HA-2247

Osborn Tract Addition H.D.

Hartford Co, MD

R. Crew

11-6-2012

MD SHPD

Detail of poured concrete steps along Post Road

18/18